

**SPECIAL SESSION**  
**June 10, 2003**

The Board of Supervisors of Maricopa County, Arizona convened at 1:30 p.m. June 10, 2003, in the Tom Sullivan Conference room, 301 W. Jefferson, Phoenix, Arizona, with the following members present: Fulton Brock, Chairman; Andy Kunasek, Vice Chairman; Max W. Wilson, and Mary Rose Wilcox (entered late). Absent: Don Stapley. Also present: Fran McCarroll, Clerk of the Board; Shirley Million, Administrative Coordinator; Tom Manos, Chief Financial Officer; and Paul Golab, Deputy County Attorney.

**NEGOTIATIONS WITH CITY OF PHOENIX ON PERMIT REQUIRED NOTICES**

Motion was made by Supervisor Wilson, seconded by Supervisor Kunasek, and unanimously carried (3-0-2) to authorize the Maricopa County Attorney to negotiate with the City of Phoenix to resolve all issues related to the "Permit Required Notices" and to take any other action deemed necessary to preserve the position and practices of Maricopa County including, if deemed necessary, filing or defending any suit concerning these issues including any suit against the City of Phoenix which may seek declarative relief, injunctive relief, money damages and any other relief which the County Attorney deems necessary and appropriate. (C1903056M)

**APPOINTMENT OF THOMAS A. KAPIO AS SUPERIOR COURT JUDGE PRO TEMPORE**

Motion was made by Supervisor Kunasek, seconded by Supervisor Wilson, and unanimously carried (3-0-2) to approve the appointment of Thomas A. Kaipio as a Superior Court Judge Pro Tempore for the period from June 10, 2003, through December 31, 2003, to serve in the various programs in the Superior Court to reduce trial delay. (C38030207)

**AMEND AN AGREEMENT BETWEEN MARICOPA COUNTY AND REEMS 180 LLP**

Motion was made by Supervisor Kunasek, seconded by Supervisor Wilson, and unanimously carried (3-0-2) to grant a quit claim deed to The Vons Companies, Inc., accept a warranty deed from The Vons Companies, Inc., and amend an agreement between Maricopa County and Reems 180 LLP in which The Vons Companies, Inc., is the successor in interest. (C6401375201)

**REGIONAL TRANSPORTATION PLAN**

Discussion regarding the development of a 20-year comprehensive, performance-based, multimodal and coordinated regional transportation plan by the Transportation Policy Committee of the Maricopa Association of Governments.

Tom Buick, Director of Transportation and County Engineer  
Mike Sabatini, P.E., Assistant County Engineer

Chairman Brock recognized members of the Regional Transportation Advisory Board in attendance: Frank Peat, District 1; Allen Turley, District 2; Joe LaRue, District 4; Marie Rogers, District 5, and Woody Wood, District 3 (who was not present).

Tom Buick said the "clock is ticking" on the 30-day time-period allowed for Maricopa County to respond to the MAG Transportation Policy Committee regarding the set of transportation plan alternatives that have been published for public review. He said that MCDOT has had an opportunity to do some preliminary evaluation on the modeling output and raw numbers and is ready to review the alternatives and present their comments to the Board.

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Mr. Buick listed items for review which included the schedule, the modeling scenarios and their performance, taking each of the three components (freeway, arterial and transit) for review individually, this will be followed by taking a look at the funding policies embedded in the alternatives. He said the Board may wish to take some formal action on this matter early next week, prior to the Thursday MAG Transportation Policy Meeting. Drafting a letter was discussed by Board members and MCDOT representatives. Mr. Buick reviewed the suggested timing and steps necessary for completing the plan: review and suggested changes will take place this month (June) with plan attributes being selected during July. Certification of the completed plan will be sent to the Legislature in November 2003 and the preferred MAG election date is now designated for May 5, 2004. He explained that this date would bring out the voters who have an interest and an opinion on this issue.

**~ Supervisor Wilcox entered the meeting ~**

Mike Sabatini referenced several handouts he distributed: the Executive Summary briefing for the Board from MAG's RTP (Regional Transportation Plan) Evaluation and MAG's Evaluation of the Modeling Scenarios (the latter was made available in mid-March). He referenced the Executive Summary reiterating the differences in the three scenarios: Scenario A – freeways, major upgrades to existing freeways and some new freeways with less emphasis on roadways and transit; Scenario B - arterial roadway improvements and new parkways with basic freeway and transit components; Scenario C – primarily emphasized mass transit development, a greatly expanded local bus network and some light rail with less emphasis on freeways and arterials. Mr. Sabatini remarked that the comment period is on the modeling scenarios but said that realistically the comments the Board will make should be directed more towards which projects to select to form a single alternative that will include only the best attributes of the original three scenarios. Comparison of the three scenarios in forming a final product must consider congestion, air quality, safety, mobility levels and benefit/cost ratios between conditions in the present and conditions projected for the year 2025. If no plan is implemented and only basic improvements are made to the current transportation systems, the projected result shows a 350% increase in congestion and delay by 2025.

Discussion ensued and MCDOT recommendations were considered, which included improving the County's adopted Primary Roadway System instead of accepting the MAG recommended Arterial Roadway Corridors and Regional Arterial Grid System: the use of a Demand Score for each freeway segment mapped on its volume-to-capacity ratio, vehicle miles of travel and minutes of delay in prioritizing routes; and the reallocation of light rail enhancement funds to express bus transit. MCDOT is in accord with comments made by Valley Metro on the efficiencies of mass bus transit vs. mass rail transit. In-service express bus rapid transit is 1.7 times as cost-effective as in-service light rail transit with the cost effectiveness of express buses being consistent across all analyzed routes. It was also pointed out that bus rapid transit connects seamlessly with local traffic, routes can be changed with only minor difficulties, and it can share freeway lanes with private vehicles and take advantage of increased speeds allowed on freeways. MCDOT's conclusion is that it is not cost effective to allocate more than twice as much funding to light rail transit than to express bus rapid transit.

Supervisor Kunasek asked if any predictions had been made taking futuristic autos with cleaner-burning fuels into consideration. Mr. Sabatini replied that there is too little data available to consider that implication.

Various individual routes were discussed in several different areas of the County, as was the need for east-west high-transit routes, and the anticipated impact to different towns and cities if routes would or would not connect with or near them to provide easy access. Other important issues discussed included the possible damage new routes could inflict on the master plans of cities, town, and residential planning developments in progress, as well as possible impact to Indian lands and historical and recreational sites. Also discussed

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was the difficulty of setting priorities for this kind of long-range project because priorities within the priorities can change with the election or appointment of different people to various offices. Changing financial conditions could also become a vital consideration depending on the economy and other unforeseen dynamics. Funding sources, other than the sales tax extension, were also referenced, as were funds available on the "capital side but not on the operational side" for bus transit as well as for roads. A discussion on what the sales tax could and could not be used for followed and privatization in the use of toll roads was also briefly discussed.

Opinions were voiced on extending the already existing 20-mile rail transit system to the 50 additional miles being promoted by some enthusiasts. The consensus was to approve bringing the existing lines into use but not to provide any sales tax monies to extensions or new track being laid. Bus mass transit was seen as a better and more economical option than rail mass transit.

Several Supervisors related that tension is building between the cities and "there are some real disagreements going on between them." As parochialism is exposed, the issue of building a true, regional approach is brought under greater scrutiny. The Board was advised that the County's experience and planning input becomes increasingly more important if a regional result is to be obtained.

**MEETING ADJOURNED**

There being no further business to come before the Board, the meeting was adjourned.

ATTEST:

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Fulton Brock, Chairman of the Board

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Fran McCarroll, Clerk of the Board